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FD34672

COMMUNITY OF ROCKVIEW, MO
JULY 20, 2005

CATHY GLIDDEN
SURFACE TRANSPORTATION BOARD
SECTION OF ENVIRONMENTAL ANALYSIS
1925 K ST. N.W.
SUITE 500
WASHINGTON, DC 20423

DEAR CATHY:

I AM SENDING INFORMATION CONCERNING THE UNION PACIFIC
RAILROAD PROJECT FROM ROCKVIEW, MISSOURI TO SIKESTON,
THE DOCKET NUMBER IS 34672.
PLEASE ENTER THIS INFORMATION INTO YOUR FILES.

I WOULD LIKE TO EXPLAIN THE SITUATION THE RESIDENTS OF
ROCKVIEW WILL BE IN IF THE UNION PACIFIC ACQUIRES THE BNSF TRACK
FROM ROCKVIEW TO SIKESTON, MISSOURI. THERE ARE APPROXIMATELY
300 RESIDENTS THAT WILL BE AFFECTED BY THIS PROJECT.

ENCLOSED IS AN OVERALL VIEW OF ROCKVIEW (EXHIBIT A).
THE MAP SHOWS THAT ROCKVIEW IS LOCATED AT THE INTERSECTION OF
THE UNION PACIFIC AND BNSF RAILROADS.

THE PRESENT RAIL TRAFFIC FROM MY UNDERSTANDING IS
APPROXIMATELY 30 - 40 TRAINS PER DAY BY THE BNSF TRAVELLING
NORTH TO SOUTH AND 60 TRAINS PER DAY TRAVELLING EAST AND WEST
BY THE UNION PACIFIC.

ROCKVIEW IS THE BEGINNING OF THIS PROJECT WHERE A CURVE
PROJECT IS PROPOSED TO BE PUT IN PLACE TO ALLOW UNION PACIFIC
TRAINS TRAVELLING EAST-WEST TO TRANSFER ONTO THE BNSF TRACK
GOING NORTH TO SOUTH.

AS SHOWN ON EXHIBIT A THE CROSSINGS IN AND OUT OF THIS
COMMUNITY ARE APPROXIMATELY 1,800 FEET APART. THE TRAINS (COAL)
ARE NEARLY 7,000 FEET LONG AND POSSIBLY GETTING LONGER.

THE CURVE IS PROPOSED TO HAVE A MAXIMUM SPEED LIMIT OF
30 MILES PER HOUR, WITH A GREAT NUMBER OF TRAINS SETTING ON
THE SIDE TRACKS WAITING TO PROCEED AROUND THE CURVE (FROM A
DEAD STOP). IT IS VERY OBVIOUS BOTH CROSSINGS WILL BE BLOCKED
AN UNACCEPTABLE AMOUNT OF TIME ON A VERY NUMEROUS AND REGULAR
BASIS.

WE BELIEVE THIS WILL BE TOTAL DEVASTATION FOR THIS COMMUNITY AND WILL BE EXTREMELY ISOLATING FOR ANYONE TO ENTER OR EXIT.

THE ENVIRONMENTAL IMPACT ON THIS COMMUNITY WILL BE TREMENDOUS. ESPECIALLY CONCERNING BLOCKED CROSSINGS, EMERGENCY VEHICLE ACCESS, TRAIN NOISE, WHISTLE NOISE, WHEEL NOISE AND DECREASED LAND VALUES.

WE BELIEVE THERE IS NO FEASIBLE WAY TO USE THIS CURVE PROJECT WITHOUT BEING IN CONSTANT VIOLATION OF FEDERAL AND STATE STATUTES GOVERNING THE BLOCKING OF CROSSINGS WITH THE EMPHASIS BEING PLACED ON THE ENVIRONMENTAL IMPACT TO THE PUBLIC INTEREST.

(MISSOURI STATUTE CHAPTER 300 MODEL TRAFFICE ORDINANCE SECTION 300.360 DATED AUGUST, 2004.) (EXHIBIT B)

THERE ARE MANY TIMES WHEN TWO TRAINS ARE SETTING AND WAITING FOR A THIRD TRAIN TO GO THROUGH. THE WAITING TRAINS OFTEN TIMES ARE BLOCKING ONE EXIT WHILE THE MOVING TRAIN BLOCKS THE OTHER EXIT. THE CURVE PROJECT WOULD MULTIPLY THIS PROBLEM 30-FOLD.

THE "SO CALLED ALTERNATE ROUTES" ARE BASICALLY USELESS.

THE ROUTES ARE EXTREMELY NARROW, WINDING, DANGEROUS AND ARE ONLY A MILE TO ONE AND ONE-QUARTER MILE FROM ROCKVIEW. WITH THE LENGTH OF THE TRAINS, THE PRIMARY AND SECONDARY EXITS ARE OFTEN TIMES BLOCKED AT THE SAME TIME.

WE BELIEVE THIS PROJECT SHOULD NOT BE ALLOWED TO OCCUR. THE POSITIVE CLAIMS BY THE RAILROAD "DO NOT" OUTWEIGH THE NEGATIVE IMPACT TO THE PUBLIC ALL ALONG THE 23 MILS PROJECT.

IN DOCKET NUMBER 34672 THE UNION PACIFIC CLAIMS "THIS SHIFT IN ROUTING WILL REDUCE CONGESTION ON THE ROCKVIEW-DEXTER LINE."
WHAT THEY HAVE LEFT OUT IS THAT IT WILL HELP IN ONE ASPECT BUT WILL ISOLATE THE ROCKVIEW COMMUNITY.

IN A LOCAL NEWSPAPER ARTICLE (EXHIBIT C) DATED 06/14/2005, MARK DAVIS WITH THE UNION PACIFIC RAILROAD RELATIONS STATED "BUT WE WORK CLOSELY WITH COUNTY AND CITY OFFICIALS".....

THE SCOTT COUNTY COMMISSIONERS HAVE BEEN TOLD THAT IF THE COUNTY WANTS CROSSING ARMS AND FLASHING LIGHTS AT THEIR CROSSINGS ALONG THIS PROJECT THAT THE COUNTY WOULD HAVE TO PAY FOR THEM. THE CROSSING ARMS AND LIGHTS SHOULD BE TOP PRIORITY FOR PUBLIC SAFETY.

IN ANOTHER NEWSPAPER ARTICLE (EXHIBIT D) DATED JULY 7TH SHOWS MYSELF PICTURED WITH ONE OF THE TRAINS ON A SIDE TRACK WAITING WHILE THE OTHER END OF THIS TRAIN IS BLOCKING THE "ALTERANTE ROUTE" TO THE EAST FOR HOURS.

AS YOU READ THE ARTICLE YOU CAN SEE THAT I AM NOT ALONE IN OPPOSING THIS PROJECT.

AS IT STANDS NOW, THE RAILROADS, BOTH UNION PACIFIC AND BNSF ARE IN REGULAR VIOLATION OF THE BLOCKING OF CROSSINGS.

IT WOULD BE TOTAL DEVASTATION TO CITIZENS OF ROCKVIEW AND OTHER TOWNS ALONG THE 23 MILE PROJECT.

I HOPE THIS CORRESPONDENCE WILL HELP THE STB UNDERSTAND THE "REAL STORY" BEHIND THIS PROJECT.

IF I CAN BE OF ANY HELP, PLEASE CONTACT ME AT:

LES GLASTETTER
INVESTMENTS AND RENTAL PROPERTIES
176 COUNTY HWY. 209
CHAFFEE, MO 63740

PHONE 1-573-887-6750
FAX 1-573-887-4276

Sincerely,

A handwritten signature in cursive script, reading "Les Glastetter", is written over a horizontal line.

TO:

LINDA J. MORGAN

COVINGTON AND BURLING

2101 PENNSYLVANIA AVENUE N.W.

WASHINGTON, D.D. 20004-2401

ENCLOSED ARE COPIES OF CORRESPONDENCE SENT TO
CATHY GLIDDEN OF THE SURFACE TRANSPORTATION BOARD
CONCERNING THE ROCKVIEW, MISSOURI TO DEXTER, MISSOURI
UNION PACIFIC RAILROAD PROJECT DOCKET NUMBER 34672.

PLEASE ENTER THIS EVIDENCE INTO YOUR FILE.

THANK YOU,

SINCERELY,

A handwritten signature in black ink, appearing to read "Leo Blustetter". The signature is written in a cursive style with a large, sweeping initial "L".

10
A



Missouri Revised Statutes

Chapter 300 Model Traffic Ordinance Section 300.360

August 28, 2004

Railroad trains not to block streets.

300.360. It shall be unlawful for the directing officer or the operator of any railroad train to direct the operation of or to operate the same in such a manner as to prevent the use of any street for purposes of travel for a period of time longer than five minutes; provided that this section shall not apply to a moving train or to one stopped because of an emergency or for repairs necessary before it can proceed safely.

(L. 1965 p. 445 § 75)

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Missouri General Assembly

Exhibit "B"

Exhibit C

62 CROSSINGS

6/14/05

Union Pacific working on tracks from Scott City to Dexter this year

BY MATT SANDERS
Southwest Missouri

Union Pacific announced this week that it is working on major railroad improvements on its track from Scott City to Dexter, Mo., throughout the year.

The improvements started in May and are estimated to cost \$9.7 million, and will involve replacing ties, spreading tons of rock ballast to create a stable roadbed and replacing surfaces at 62 crossings.

Mark Davis with Union Pacific public relations said he didn't know exactly which crossings would be affected since those would be determined by need, but that the railroad will try to minimize the burden on motorists.

"When they work on the crossing surfaces, roads will be closed," Davis said. "But we work closely with county and city officials to make sure we don't close all crossings in one area, and we'll notify the public through the local media when those improvements take place."

Work on the crossing surfaces will probably go through the end of the year, Davis said.

All of the work is part of routine maintenance the railroad performs on its lines each year. Routine inspections pinpoint the spots where work will be needed most, said Davis, and those areas are then concentrated on.

Last year rail crews repaired track from Dexter south.

While crossing work will go on through the year, track improvements will likely be completed in the fall. However, the time frame depends on the weather and the possibility of further inspections pointing out more areas that need work.

During the track work, train traffic in the affected areas will be stopped for eight-hour intervals.

msanders@seminet.com
888-6611, extension 182

Better get moving

Health, fitness experts urge taking steps toward better health. **HEALTH, 10A**



ERRORS COST GAM

Cape American Legion team downed 8-5 by Dothan, Ala. **SPORTS,**

C E L E B R A T I N G 1 0 0 Y E A R S

SOUTHEAST MISSOURIA

www.semissourian.com

THURSDAY, JULY 7, 2005

Cape Girardeau,

CHEERS IN LONDON, TEARS IN PARIS

'12 Olympics go to Britain

Paris had been considered the front-runner throughout the selection process.

By GLENN FRANKEL
AND ELLEN NAKASHIMA
The Washington Post

LONDON — From the streets of Singapore to Trafalgar Square, jubilant Londoners celebrated their upset victory Wednesday over Paris for the right to stage the 2012 Summer Olympic Games. Thousands who had crammed into Trafalgar — built to honor

wept openly, while others drifted away in silence.

Madrid, Moscow and New York were also in the running at the start of what became the highest site selection contest in modern Olympic history. They were eliminated in the first three rounds of voting, in which the lowest-scoring city was dropped each time. London won the fourth and final round by 54 to 50.

"We always knew that this was going to be a very tense

See GAMES, Page 5A

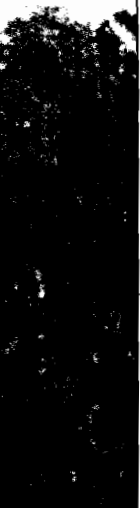


Associated Press

An unidentified woman reacted in London's Trafalgar Square to news Wednesday that London won the bid to hold the 2012 Olympic Games.

Exhibit O

ROCKVIEW RESIDENT WORRIES ABOUT MORE TRAINS



CAPTURED SEPARATELY

5 from U.S. held as Ir insurgent

Their capture presents a complex legal issue for the U.S. government.

By JOHN J. LUMPKIN
The Associated Press

WASHINGTON — The U.S. military is holding five U.S. citizens suspected of insurgent activities in Iraq, a Pentagon spokesman said Wednesday.

ty because of the cases. All five are in the three U.S.-run Camp Cropper, declining to provide location. The 11th Air Force said. A panel of rules on when



DON FRAZIER • dfrazier@semissourian.com

Les Glastetter of Rockview, Mo., explained Tuesday how the proposed increase of railroad traffic could kill the small town north-east of Chaffee, Mo.

TRAPPED BY TRAFFIC

A move by Union Pacific to acquire more track could isolate the town, one resident says

BY MATT SANDERS
Southeast Missourian

ROCKVIEW, Mo. — The tiny town of Rockview near Chaffee, Mo., has long been in an intimate embrace with the railroad.

The unincorporated village sits right at the intersection of two tracks — a north-south track owned by Burlington-Northern Santa Fe and an east-west track belonging to Union Pacific.

In Rockview resident Les Glastetter's mind, that embrace is about to turn into a death grip. Union Pacific filed a petition in March with the federal government's Surface Transportation Board, the agency that oversees rail traffic, for a track exchange between Union Pacific and Burlington-Northern that would allow Union Pacific to use the north-south track, a move that would increase train traffic through Rockview.

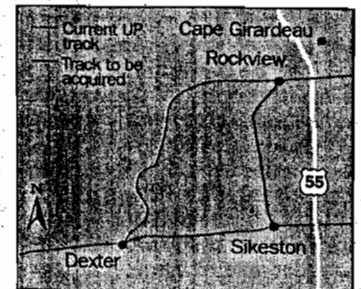
"It will be devastating and isolating," Glastetter said. His main concern — that the increased train traffic going through Rockview could cut off residents from the outside and destroy property values in the small community.

One main road runs through Rockview, and that road is crossed by the tracks at both ends of what Glastetter estimates is a 1,800-foot stretch. Trains, meanwhile, can reach 7,000 feet long, he said, and can block both main exits if placed along the curve that connects

See *TRAINS*, Page 5A

Railroad exchange

A proposed deal between Union Pacific and Burlington-Northern would give Union Pacific a north-south track between Rockview and Sikeston and would increase train traffic through Rockview.



ON THE GROUND, IN THE AIR

Cape Girardeau air festival adding extreme sports elements

However, the airport manager said the event will stay true to honoring America's veterans.

BY MATT SANDERS
Southeast Missourian

over an airplane flying on its side, said Bruce Loy, manager of the Cape Girardeau Regional Airport, where the

Tonight's event includes stuntman Paul Stender and the Dodge Ram Jet Truck, which will be on display. All three drivers will be at Buffalo Wild Wings following the performance to sign autographs.

veterans," he said. The military festival through strations, including F-18 and re War II events su

TRANS

A move by Union Pacific to acquire more track could isolate town.

From Page 1A

the two tracks.

The only alternative exits in Rockview are small secondary roads, in some places barely wide enough for two vehicles. One crosses the tracks a little further down the road, another goes to Chaffee, where roads leading to Cape Girardeau also have to go over operating tracks.

"Sometimes it's like playing ping-pong trying to get out of here," said Glastetter. "You drive back and forth, not knowing which track a train will be blocking. Just imagine how bad it will be if the traffic increases."

The plans filed by Union Pacific with the STB will allow the railroad to acquire about 23 miles of track from Rockview to Sikeston from Burlington-Northern. As part of the proposal, Union Pacific will build a connecting track at Sikeston and reconfigure tracks at Dexter and Rockview.

Union Pacific said the move will allow the company to shift 10 or 11 southbound trains from its current east-west line running from Rockview to Dexter to its new north-south line from Rockview to Sikeston.

John Bromley, a Union Pacific spokesman, said the move will decrease traffic in the Delta area and shift that traffic through Rockview. He said that if trains are stopped on a crossing, it's a judgment call whether to uncouple cars so the crossing isn't blocked.

A review is currently underway by the STB, a process that will likely take until the end of the year, to study the impact on people and commerce in the area.

In response to the plans, Glastetter, who is in civil litigation with Union Pacific over matters of compensation paid for some of his property purchased by the railroad and the railroad's maintenance of its right of way, is waging a campaign of grassroots political action, trying to put the pressure on the STB not to allow the track exchange.

County opposed, too

The Rockview resident said he has put hours into contacting government officials and members of the STB, and has managed to persuade others to join his cause, including the Scott County Commission and the city

manager of Sikeston, Doug Friend.

County commissioners are unequivocally opposed to the project, all citing safety concerns in terms of increased traffic at crossings and the implications for emergency personnel.

"Someone is going to get killed," said Presiding Commissioner Martin Priggel. "Our warnings and gates and lights are not set up for a lot of fast-moving trains down here."

Priggel said 11 county roads cross the train tracks running through Scott County, none of them with appropriate warning systems like arms and flashers.

For Commissioner Dennis Ziegenhorn, who serves the county's southern district, including the Sikeston area, the biggest reason to oppose the change has to do with emergency personnel. Ziegenhorn cites an incident in June where an officer was injured after a melee on Ruth Street and back-up couldn't reach his location due to a train blocking the tracks.

Ziegenhorn is concerned that the western part of town could be blocked off from emergency responders — a critical problem in an area filled with homes, schools and nursing homes.

"We have a major concern in Scott County, as I do in Sikeston, of crossing the tracks with longer trains and keeping the tracks blocked at more than one intersection, for emergency reasons and safety," Ziegenhorn said.

City officials in Sikeston have written letters to federal representatives and UP expressing the same concerns about the increased traffic.

From Glastetter's perspective as a property owner in Rockview (he owns 28 acres in the community, sharing a 1,000-foot border with the railroad's right of way) the problems are as close as his back yard. Between the noise made by the slow-moving trains as they approach the intersection — a sound that Glastetter compares to fingernails on a chalkboard — and the potential increase in traffic, he wonders what his land will be worth if the track exchange goes through.

As part of its review process, the STB is taking public comments. Glastetter is hoping that maybe his grassroots action will inform some of the local residents and motivate them to register their opinion with the federal government.

"A lot of people just don't realize the scope of this issue," Glastetter said.

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335-6611, extension 182



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JULIEN CHAI
Associated P

Games

London celebrates
selection as site for 2012
Summer Olympic Games.

From Page 1A

result," said Princess Anne, an IOC member and director of the London 2012 bid, at a news conference. "You can't have five cities of that quality without it being very close."

Paris had lost two other recent bids for the Olympics and last hosted the games in 1924. London staged the Olympics in 1908 and 1948. Britain had mounted three recent unsuccessful bids,

twice by Manchester and by Birmingham.

France had been considered the front-runner through the process, with a well-developed plan, an already-built stadium and an air of quiet self-confidence. French President Jacques Chirac had flown to Singapore Tuesday for a quick appeal to make the final presentation and bask in the expected glory.

But London's bid, led by Singapore selection committee meeting by two-time Olympic gold medalist Sebastian Coe, gathered momentum in recent weeks. British proponents emphasized that the games could help regenerate their capital's once-neglected East End area.

Body

Suspect held after body
is discovered in northern
Scott County.

From Page 1A

The men said they came across a body as they were going through a brushy area on their way back to their vehicle.

The body, thought to be of a man in his 60s, was partially clothed and had obvious trauma to the head, said Scott County Sheriff Rick Walter.

Walter said it was believed that the body had been in the river

one or two days.

While the Scott County sheriff's office was transporting the body to the Mineral Regional Medical Center in Farmington, Mo., for autopsy, the department learned of the investigation in Barry County. The body was determined to be the Barry County victim.

At midnight Tuesday, Bisher was arrested in Hollister, near Branson by police investigating a suspicious vehicle. Epperly said. Bisher was returned to Barry County.

An autopsy was scheduled Wednesday.

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